

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include RTIP ID#. See <http://scag.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

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| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
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RTIP ID# <i>(required)</i> RIV011211				
Project Description: The Riverside County Transportation Commission proposes to construct a 6-level, 1100-space parking structure to better accommodate parking demand generated from the existing North Main Corona Metrolink Station. The structure will be connected to the existing Metrolink station via an upper level pedestrian bridge. The proposed parking structure would be constructed on a portion of the existing Metrolink surface parking lot located west of said station.				
Type of Project <i>(use Table 1 on instruction sheet)</i> The proposed project is not included among the project typed provided in Table 1. The project proposes construction of a 6-level, 1,100-space parking structure at an existing Metrolink Commuter Rail Station.				
County Riverside	Narrative Location/Route & Postmiles: The project site is located immediately adjacent to the North Main Corona Metrolink Station structure, at 200 E. Blaine Street, Corona, CA 92879.			
Lead Agency: Riverside County Transportation Commission (RCTC)				
Contact Person Keith Cooper (Jones & Stokes) Ken Lobeck (RCTC)	Phone# (213) 627-5376 (951) 787-7927	Fax# (213) 627-6853 (951) 787-7920	Email kcooper@jsanet.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ✓ PM10 ✓				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
✓ Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start				
End				
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The existing 560-space surface parking lot is inadequate to meet the existing parking demand at the North Main Corona Metrolink Station. The proposed 1,100-space parking structure would be constructed to meet existing and projected parking demands at said Metrolink Station. With the construction of the proposed parking structure, it is anticipated that lack of parking at the North Main Corona Station will no longer be a factor that hinders use of the existing Metrolink commuter rail station. The proposed project would provide safe, sufficient, and easily accessible parking for the riders of Metrolink commuter rail system.				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic):</i> To the south is the Burlington Northern Santa Fe (BNSF) Railroad. The area beyond the railroad on the south is largely industrial, except for an existing park-and-ride parking lot. The parcels situated north and east of the subject site consist of industrial buildings, a fast food restaurant (northwest) and 2 single-family homes (north and northeast of the project site). It is important to note, however, that the proposed project would have no effect trip generation, or origin-destination patterns/routes associated with surrounding land uses.				

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>N/A – proposed project is not a roadway facility.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>N/A – proposed project is not a roadway facility.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>N/A – proposed project is not an interchange or intersection facility.</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>N/A – proposed project is not an interchange or intersection facility.</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>The proposed project (i.e., 1,100-space parking structure) is not a roadway, interchange, or intersection facility, and as such, would have no traffic redistribution effects.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>As demonstrated above, on the basis of Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(i) and (ii).</p>